

# Columbus Redevelopment Commission



Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

1 of 8

## Minutes

The Redevelopment Commission met in Regular Session on Monday November 21, 2016 at 6:00 p.m.

### Call to Order:

The meeting was called to order at 6:00 p.m. by the President.

### Attendees:

Commissioners:

☒ Sarah Cannon, Pres.    ☒ John Dorenbusch, V-P    ☒ Don Trapp, Sec.  
☒ George Dutro    ☒ Robert Abrams    ☒ Al Roszczyk

Other attendees:

Heather Pope, Redevelopment Director; and Stan Gamso, counsel.

### Discussion Items:

#### 1. Railroad Project Update – American Structure Point

John had an opening statement prior to the presentation by American Structurepoint. He advised that he had chaired the railroad committee that consisted of some thirteen (13) people (Dave Hayward, Jeff Bergman, Rich Gold, George Dutro, Jason Hester, Jessie Brand, Shannon Kiely-Heider, Rick Flohr, Rick Johnson, Tom Vujovich, Heather Pope, Frank Jerome and John Dorenbusch). The purpose of the Committee was to investigate and understand the effect of the railroads plan on the city to increase the rail traffic through Columbus.

The railroad has advised that there will be rail work in Columbus for the 2016 and 2017 years all with the goal of increasing the number of trains that travel through our community.

# Columbus Redevelopment Commission

Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

2 of 8



Ryan Huebschman, American Structurepoint, and Jason O'Neill, Policy Analytics, made a presentation of the issues the City currently experiences with the train and the future effect along with the economic impact to the City.

The railroad that traverses the City of Columbus is owned by the Louisville and Indiana Railroad (L&I). CSX has leased the rail line from L&I that runs from Louisville to Indianapolis. CSX will be making upgrades to the track with a continuous welded rail that will allow them to operate trains at a faster speed.

Presently there are eight (8) trains traveling through Columbus each day and these trains are some five thousand (5,000) feet in length. Once CSX has completed the road bed and rail upgrades they anticipate operating twenty-two (22) trains per day through the City. The overall length of the train is expected to increase to some seven thousand five hundred (7,500) feet and the overall weight per car is expected to increase.

The speed of the train is expected to increase to forty-nine (49) miles per hour. However, because of the various turns in the track through Columbus the speed is expected to remain between 10 – 15 mph.

The goal of American Structurepoint's work was to study, identify major problems and determine the economic impact of this increased rail traffic and the effect on the City.

There are six (6) crossings in Columbus that are affected by the trains. There are some sixty-three thousand (63,000) vehicles crossing these intersections per day. Additionally, there are some eight (8) police calls daily where crossing the rail is required and two (2) ambulance runs per day where rail crossing is required.

The trains affect both quantity and quality of life. Similarly the trains affect all emergency services, have the effect of isolating Mill Race Park and Mill Race Center. Increased frequency of trains will have a greater effect because the railroad does not and will not operate the trains on a fixed and defined schedule. Their schedule is based on supply and demand.

The railroad reported to the Surface Transportation Board a list of all roadway (surface) crossings that are impacted by rail traffic and the State Road 46 and 11 intersection in Columbus will be the worst impacted based on vehicle delay times.

# Columbus Redevelopment Commission

Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

3 of 8



The economic impact of increased rail traffic on our local economy will be that of productivity, inventory, and household spending. Today, train delays to business and the local economy has an economic impact of some \$4.0M annually. Commencing in 2018 with increased trains, the length and delays, it is projected the impact will be some \$34.4M.

Limiting the economic study to just households, there is presently a \$50 annual effect on households today. In 2018 it is estimate this impact will be some \$424 per household.

American Structurepoint then offered a number of alternatives to consider. However, there is no cost estimates associated with these options at this time.

## Options:

1. Do nothing. Live with what we have.
2. Re-align the railroad west of town. That does a number of things for the community. First it will eliminate certain speed restrictions for the trains. It will eliminate certain crossings from State Road 46 & 11 to north Indianapolis road. This option will be an "at grade" crossing on State Road 46. (At grade refers to the road way and rail track being at the same level today. That is, vehicles will drive over the rails each time they cross the tracks.)
3. Re-align the railroad west of town and build an overpass on State Road 46 that allows vehicle to travel overhead and cross over the railroad. Eliminating the at grade crossing on State Road 46.
4. Keep the existing railroad location and build an interchange at State Road 46 & 11. This option would allow west bound and east bound traffic to flow over the railroad by way of an elevated vehicle roadway (overpass).
5. A quasi State Road 46 & 11 Interchange but the west bound traffic would remain at grade and the east bound would be an overpass.

The Indiana Department of Transportation is aware of this problem in our community and will react once the delay to the traveling public can be quantified.

# Columbus Redevelopment Commission

Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

4 of 8



It was at this point in the meeting that a handout was made available to those in attendance that summarized the presentation and the various options. George Dutro explained the handout and the goals of the Commission.

There were substantial questions and comments from the public. The questions mostly discussed cost, which had not been defined as yet. The consensus was that something needed to be done to address the upcoming frequency of train traffic.

As for funding, American Structurepoint noted there were a number of funding sources. John also noted that as with a lot of these sources the City would need to be in the queue today for monies available as early as 2020.

Representative Milo Smith and Senator Greg Walker were in the audience. Representative Smith told the audience that he has been assured that the Indiana House has proposed budgeting some \$10M to fund bond payments for critical railroad crossing improvements throughout Indiana. Senator Walker commented that he would try to add to that. Both did note that there are a number of other issues in our State as well.

John closed out this presentation by noting that cost estimates for the various options are currently being developed. That information will be shared once it is gathered and finalized.

## 2. Parking Garage update – Gary Thompson, REI

Gary presented the monthly operating statements to the Commission for both parking garages. He noted that Jackson Street is on budget. As for Second Street, it is under budget.

Then Gary went on to explain an issue that has arisen primarily at the Second Street Garage. That is, after regular working hours people are going to the upper levels of the garage, loitering, spending time and in some cases jumping from the parking structure onto the roof of the Cole. This has presented problems with the roofing material on the top of the Cole. It has also resulted in trash, debris and other unwanted material on the Cole property.

Gary and his staff have drawn up a plan for a set of gates that can be closed after 8:00 p.m. nightly that will keep people from gaining vehicular access to the upper level of the garage.

# Columbus Redevelopment Commission

Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

5 of 8



In addition, Gary said that they are having similar trouble with people loitering on the upper level of the Jackson Street Garage as well. This too results in trash, debris and other unwanted material; all requiring daily clean up.

Gary said there is an additional benefit to closing off the upper levels and that is prior to a snow storm the upper levels can be closed thus eliminating the need for snow removal and thus lowering operating costs during the winter. He said they do the same thing in a number of garages in Indianapolis that he manages as well.

He has cost estimates for the construction and installation for the gates for both garages.

Then Gary reported on forthcoming changes to the 2<sup>nd</sup> Street Parking Garage entrance. Cummins, the primary tenant, has requested the City change the one-way traffic flow to two-way traffic flow on 2<sup>nd</sup> Street. This will necessitate a change to the entrance to the garage, relocation of the gating equipment and internal traffic flow of the garage. The cost of these changes is some \$57,000 and will be paid exclusively by Cummins. Gary just offered this information today; there is nothing for the Commission to act on.

### 3. Extension of International Drive in Woodside Northwest – Jason Hester, Columbus Economic Development Executive Director

Jason Hester, Tim Allen, Independent Land Surveying and Dave Hayward, City Engineer, presented information on an extension to International Drive in the Woodside Northwest Industrial Park. There is a 70 acre tract that has been purchased by a private individual and who has sold some 15 acres to a business that will bring in some 88 new jobs. They also plan to erect a new building estimated to cost some \$19M.

There is a need to extend International Drive some 560/580 feet. Estimates are not complete.

There was inquiries from the public as to who should pay for this and why the Redevelopment Commission should.

Once the estimates are finalized the plan is for this matter to be re-presented to the Commission for action.

# Columbus Redevelopment Commission



Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

6 of 8

## Action Items:

4. Resolution #26-2016 to Engage the Services of TD Advertising to assist in railroad mitigation communications – Heather Pope

Heather presented a contract for TD Advertising where by TD would be placing information on the City's web-site to keep the public up to date and appraised of the activities of the railroad project. The Director also noted that the contract would be for a not to exceed amount of some \$22,500 based on an hourly rate for services.

There were some public objections.

Concluding public comments the President called for a motion. Motion was made by Don, seconded by John to enter into a contract with TD Advertising to have them add to the city's web site a new web presence to be used exclusively to keep the public informed on the railroad project. The contract should be in an amount not to exceed \$22,500 per year. Upon motion and seconded and upon a call for voice vote the motion passed unanimously.

5. Resolution #27-2016 to Engage the Services of Jayne Farber as an Independent Contractor for the Redevelopment Department – Heather Pope.

Heather presented a contract and job description for work that Jayne Farber would be performing for the Redevelopment Department and Commission projects. There were no questions from the Commissioners.

There were public comments all objecting to this contract indicating the funds should come from EDIT rather than TIF.

Concluding public comments the President called for a motion. Motion was made by John, seconded by Al to enter into a contract with Jayne Farber to have her provide service to the Commission for a period of one year in a contract amount not to exceed \$36,000 annually. Upon motion and seconded and upon a call for voice vote the motion passed unanimously.

6. Approval of Minutes: October 17, 2016 Regular Meeting  
November 16, 2016 – Executive Session

# Columbus Redevelopment Commission



Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

7 of 8

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Review of the October 17, 2016 Regular Meeting Minutes was had, no corrections or changes were noted. John moved and Don seconded a motion to adopt same. There being no discussion the motion passed unanimously.

Review of the November 16, 2016 Executive Session Minutes was had, no corrections or changes were noted. John moved and Don seconded a motion to adopt same. There being no discussion the motion passed unanimously.

## 8. Review and Approval of Claims

Heather presented three (3) claims to the Commission for consideration. The Commissioners had previously examined the claims, Al moved and Don seconded a motion to approve the claims. There being no discussion the motion to approve the claims passed unanimously.

## **Committee Updates**

Railroad Community Committee – John Dorenbusch

John had nothing additional to report.

Riverfront Committee Update – Sarah Cannon

Sarah noted that a special Redevelopment Meeting will be held on November 28<sup>th</sup> to receive information from our consultant and select a design team for the Riverfront Project.

State Street Update – Al Roszczyk

Al noted the north side of the State Street Bridge is under construction. Easements have been obtained from Cummins.

Listening Session were conducted with the various stakeholders along the 5<sup>th</sup> Street portion of the State Street project. Next steps for this section will include a couple of design concepts presented to the Implementation Committee after the first of the year.

# Columbus Redevelopment Commission

Regular Board Meeting

November 21, 2016

6:00 PM

City Council Chambers

8 of 8



Phase II plans are 50% complete and it is estimated that bid opening for this part of the project could take place in April of 2017.

## **Adjournment**

There being no further business, John moved and Don seconded a motion to adjourn. The motion passed unanimously and the meeting was adjourned at 8:45 p.m.

Approval of \_\_\_\_ day of \_\_\_\_\_, 2016 minutes.

\_\_\_\_\_  
Sarah Cannon, President

\_\_\_\_\_  
John Dorenbusch, Vice-President

\_\_\_\_\_  
Don Trapp, Secretary

\_\_\_\_\_  
Al Roszczyk, Member

\_\_\_\_\_  
George Dutro, Member

Date: \_\_\_\_\_